

Appendix A

Excerpt of
Inspection & Testing Report for the Jamestown Bridge
Trestle Spans, Bent 28W to the West Abutment

prepared by Gordon R. Archibald, Inc.
November 2003

SECTION 4

EVALUATION

Overall conditions stated below are based upon FHWA's Coding Guide, excerpts of which can be found on page 12 of this report.

4.1 Superstructure

4.1.1 Concrete Deck, Sidewalk and Safety Walk

The overall condition of the concrete deck, sidewalk and safety walk is **serious**, indicating loss of section, deterioration and spalling that has seriously affected the structural component; local failures are possible.

Using the Category Classifications outlined in the Federal-Aid Highway Program Manual (FAHPM), the concrete deck would fall into Category 1 – Extensive Active Corrosion. This category is defined as over 5 percent of the deck visibly spalled or over 40 percent of the deck area having deteriorated and/or contaminated concrete or active rebar corrosion. The inspection findings and testing results support this classification.

4.1.2 Rolled Steel Beams, Diaphragms, Bearings and Miscellaneous Members

The overall condition of the steel members is **poor**, indicating advanced section loss and deterioration.

4.2 Substructure

4.2.1 West Abutment and Wing Walls

The overall condition of the abutment is **poor** with section loss, deterioration and spalling present.

4.2.2 Pile Bent Caps

The overall condition of the pile bent caps is **fair**, indicating a sound element with minor section loss, cracking and spalling. This condition, though, is an overall rating. Several of the individual pile bent caps are in a **poor** condition indicating advanced section loss, deterioration and spalling; reference the Summary of Pile Bent Condition in Section 2 for individual pile bent cap conditions.

4.2.3 Piles

The overall condition of the piles is **serious**, indicating loss of section, deterioration and spalling that has seriously affected the structural capacity of the pile; local failures are possible. Several of the individual piles, though, have major deterioration and/or section loss; reference the Summary of Pile Bent Condition in Section 2 for individual pile conditions.

Appendix B

State of Rhode Island, General Assembly
House Bill No. 6287
introduced March 29, 2005

LC02882

STATE OF RHODE ISLAND

IN GENERAL ASSEMBLY

JANUARY SESSION, A.D. 2005

A N A C T

RELATING TO RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY -- JAMESTOWN
VERRAZZANO BRIDGE -- FISHING AREA AND PARK

Introduced By: Representatives Carter, Lally, and Ehrhardt

Date Introduced: March 29, 2005

Referred To: House Finance

It is enacted by the General Assembly as follows:

SECTION 1. Section 24-12-51.1 of the General Laws in Chapter 24-12 entitled "Rhode Island Turnpike and Bridge Authority" is hereby repealed.

~~24-12-51.1. Jamestown Verrazzano Bridge -- Fishing area and park. --- (a) The director of the department of transportation is hereby authorized and directed to retain a portion of the North Kingstown side of the existing Jamestown Bridge for use as a public fishing pier. The portion so retained shall be sufficient in area to facilitate the purposes of this section and shall be open to the general public at no charge, and shall be made accessible to persons with disabilities.~~

~~--- (b) The director of the department of environmental management is hereby authorized and directed to develop and maintain a park on state owned land adjacent to the existing Jamestown Bridge on the North Kingstown side of the bridge, suitable for use in conjunction with the fishing pier provided for in this section. The park shall be open to the general public at no charge.~~

SECTION 2. This act shall take effect upon its passage and shall apply to incidents occurring on and after the effective date.

LC02882

EXPLANATION
BY THE LEGISLATIVE COUNCIL
OF
A N A C T
RELATING TO RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY -- JAMESTOWN
VERRAZZANO BRIDGE -- FISHING AREA AND PARK

1 This act would repeal the section of state law requiring the director of the department of
2 transportation to retain a portion of the Jamestown Bridge for use as a fishing pier, and would
3 also repeal the section requiring the department of environmental management from developing
4 and maintaining a park on state owned land adjacent to the Jamestown Bridge.

5 This act shall take effect upon its passage and shall apply to incidents occurring on and
6 after the effective date.

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LC02882
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Appendix C

United States Access Board
Accessible Fishing Piers & Platforms:
A Summary of Accessibility Guidelines for Recreation Facilities (2003)



UNITED STATES ACCESS BOARD

amusement rides boating facilities fishing piers & platforms golf courses miniature golf sports facilities swimming pools & spas

accessible fishing piers & platforms



a summary of
accessibility guidelines
for recreation facilities

JUNE 2003

A FEDERAL AGENCY COMMITTED TO ACCESSIBLE DESIGN

Table of Contents

Accessibility Guidelines for Recreation Facilities . . . 1

 Introduction1

Fishing Piers and Platforms 4

 Accessible Routes5

 Gangways5

 Railings8

 Clear Floor or Ground Space11

 Turning Space11

 More Information12

This information has been developed and reviewed in accordance with the Access Board’s information quality guidelines (www.access-board.gov/infoquality.htm).

Accessibility Guidelines for Recreation Facilities



Introduction

The Americans with Disabilities Act (ADA) is a comprehensive civil rights law that prohibits discrimination on the basis of disability. The ADA requires that newly constructed and altered state and local government facilities, places of public accommodation, and commercial facilities be readily accessible to, and usable by, individuals with disabilities. The ADA Accessibility Guidelines (ADAAG) is the standard applied to buildings and facilities. Recreational facilities, including fishing piers and platforms, are among the facilities required to comply with the ADA.

The Access Board issued accessibility guidelines for newly constructed and altered recreation facilities in 2002. The recreation facility guidelines are a supplement to ADAAG. As a supplement, they must be used in conjunction with ADAAG. References to ADAAG are mentioned throughout this summary. Copies of ADAAG and the recreation facility accessibility guidelines can be obtained through the Board’s website at www.access-board.gov or by calling 1-800-872-2253 or 1-800-993-2822 (TTY). Once these guidelines are adopted by the Department of Justice (DOJ), all newly designed, constructed and altered recreation facilities covered by the ADA will be required to comply.



The recreation facility guidelines cover the following facilities and elements:

- Amusement rides
- Boating facilities
- Fishing piers and platforms
- Miniature golf courses
- Golf courses
- Exercise equipment
- Bowling lanes
- Shooting facilities
- Swimming pools, wading pools, and spas

This guide is intended to help designers and operators in using the accessibility guidelines for fishing piers and platforms. These guidelines establish minimum accessibility requirements for newly designed or newly constructed and altered fishing piers and platforms. This guide is not a collection of fishing pier designs. Rather, it provides specifications for elements on a fishing pier or platform to create a general level of usability for individuals with disabilities. Emphasis is placed on ensuring that individuals with disabilities are generally able to access the fishing pier and use a variety of elements. Designers and operators are encouraged to exceed the guidelines where possible to provide increased accessibility and opportunities. Incorporating accessibility into the design of a fishing pier should begin early in the planning process with careful consideration to accessible routes and maneuvering space.

The recreation facility guidelines were developed with significant public participation. In 1993, the Access Board established an advisory committee of 27 members to recommend accessibility guidelines for recreation facilities. The Recreation Access Advisory Committee represented the following groups and associations:



- | | |
|---|--|
| ■ American Ski Federation | ■ Katherine McGuinness and Associates |
| ■ American Society for Testing and Materials (Public Playground Safety Committee) | ■ Lehman, Smith, and Wiseman Associates |
| ■ American Society of Landscape Architects | ■ Michigan Department of Natural Resources |
| ■ Beneficial Designs | ■ National Council on Independent Living |
| ■ City and County of San Francisco, California, Department of Public Works | ■ National Park Service |
| ■ Disabled American Veterans | ■ National Recreation and Park Association |
| ■ Environmental Access | ■ New Jersey Department of Community Affairs |
| ■ Golf Course Superintendents Association of America | ■ Outdoor Amusement Business Association |
| ■ Hawaii Disability and Communication Access Board | ■ Paralyzed Veterans of America |
| ■ International Association of Amusement Parks and Attractions | ■ Professional Golfer's Association |
| | ■ Self Help for Hard of Hearing People |



- States Organization for Boating Access
- Universal Studios
- U.S. Army Corps of Engineers
- U.S. Forest Service
- Y.M.C.A. of the U.S.A.
- Walt Disney Imagineering

The public was given an opportunity to comment on the recommended accessibility guidelines, and the Access Board made changes to the recommended guidelines based on the public comments. A notice of proposed rulemaking (NPRM) was published in the Federal Register in July 1999, followed by a five-month public comment period. Further input from the public was sought in July 2000 when the Access Board published a draft final rule soliciting comment. A final rule was published in September 2002.

“Whenever a door is closed to anyone because of a disability, we must work to open it.... Whenever any barrier stands between you and the full rights and dignity of citizenship, we must work to remove it, in the name of simple decency and justice. The promise of the ADA...has enabled people with disabilities to enjoy much greater access to a wide range of affordable travel, recreational opportunities and life-enriching services.”

President George W. Bush, New Freedom Initiative, February 1, 2001

Fishing Piers and Platforms

The recreation facility guidelines described in this guide focus on newly designed or newly constructed and altered fishing piers and platforms. Other provisions contained in ADAAG address elements commonly found at a fishing facility, such as accessible vehicle parking

spaces, exterior accessible routes, and toilet and bathing facilities. ADAAG addresses only the built environment (structures and grounds). The guidelines do not address operational issues. Questions regarding operational issues should be directed to the Department of Justice, 1-800-514-0301 or 1-800-514-0383 (TTY).

These guidelines only apply to facilities specifically designed and constructed for fishing. Structures that were not built specifically for fishing do not need to meet these requirements, even if people use them for fishing (for example, a bridge, flood control dam or breakwater jetty).



Accessible Routes

ADAAG requires that at least one accessible route connect accessible buildings, facilities, elements and spaces on the site. Accessible fishing piers and platforms and other accessible spaces and elements within a fishing facility must also be connected by an accessible route. The accessible route must comply with ADAAG provisions for the location, width (minimum of 36 inches), passing space, head room, surface, slope (maximum of 1:12 or 8.33%), changes in level, doors, egress, and areas of rescue assistance, unless otherwise modified by specific provisions outlined in this guide.

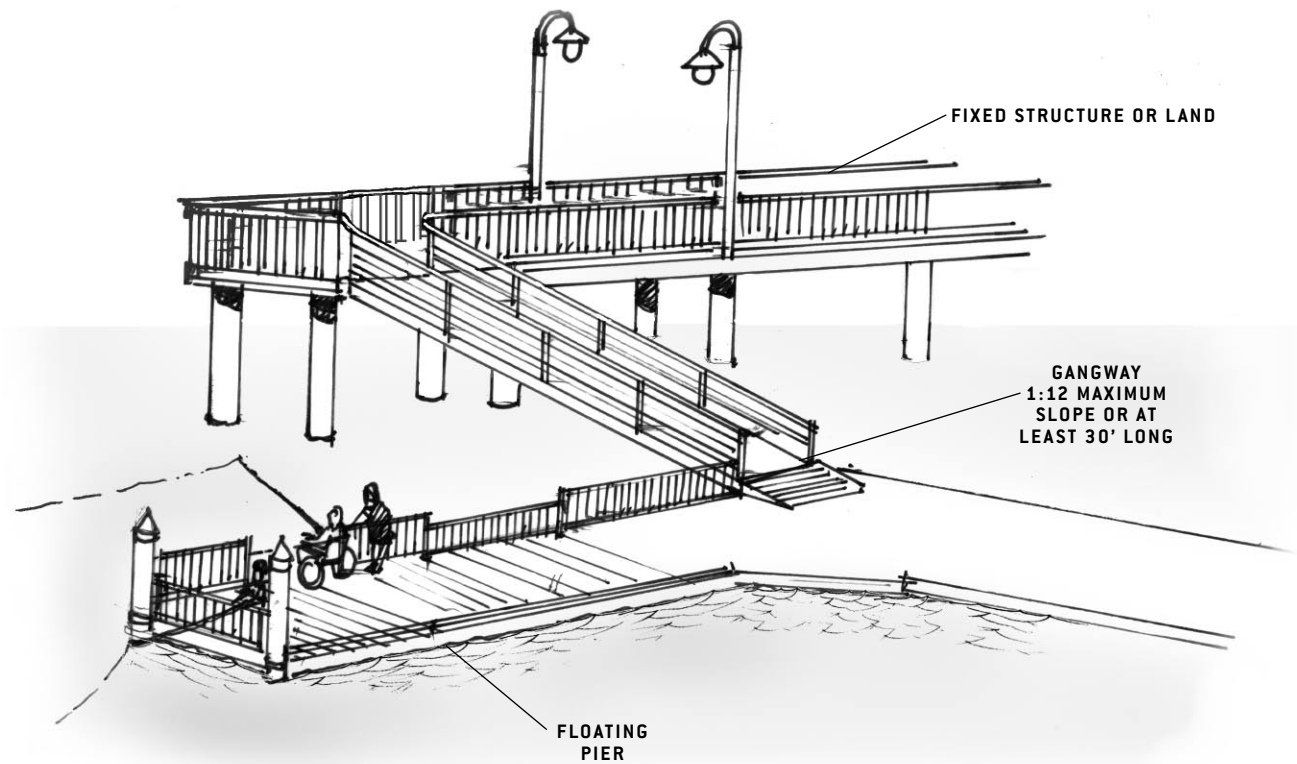


Gangways

A gangway is a variable-sloped pedestrian walkway linking a fixed structure or land with a floating structure. Where gangways are provided as part of accessible routes to connect floating accessible fishing piers or platforms, the following exceptions to ADAAG have been included to deal with the varying water level changes and other factors in this dynamic environment. Designers and operators should note that there are no exceptions to the accessible route requirements where the accessible route connects to a fixed fishing pier or platform.

Gangway Slope and Rise Exceptions

Gangways must be designed to provide for a maximum 1:12 (8.33%) slope but are not required to be longer than 30 feet in length. There is no maximum slope requirement for gangways 30 feet or longer. For example, where the vertical distance between where the gangway departs the landside connection and the elevation of the pier surface at the lowest water level is 4 feet, the gangway would have to be at least 30 feet long. As water levels rise and fall, gangway slopes also rise and fall. At times, this gangway slope may be less than 1:20 (5%) and at other times it may be more than 1:12 (8.33%). Designers are encouraged to provide the least possible gangway slope, where possible, to give independent access to persons with disabilities.



ACCESSIBLE GANGWAY SERVING ACCESSIBLE FLOATING PIER IN A LARGE FACILITY

The maximum rise requirements in ADAAG do not apply to gangways. As a result, no intermediate landings on the gangways are required and gangways may be any length.

The gangway slope and rise exceptions do not apply to other sloped walking surfaces that may be part of the accessible route. For example, where a non-gangway sloped walking surface greater than 1:20 (5%) is provided as part of an accessible route connecting accessible elements at a fishing facility, it must comply with ADAAG slope and rise requirements. This would include a ramp connecting a fixed pier or a float with fixed switchback ramps.

Gangway Alterations

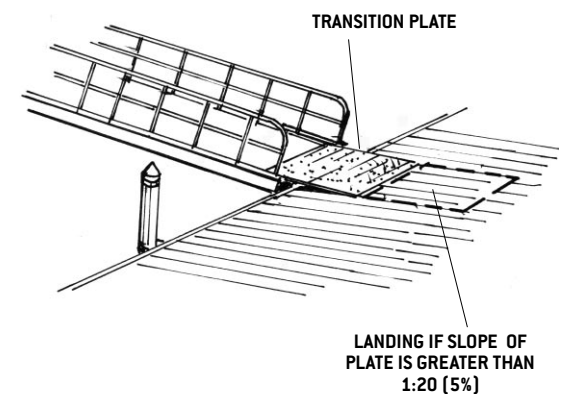
Gangways on existing fishing facilities may be repaired or replaced without triggering the requirement to increase the gangway length. However, if the areas altered contain primary functions (such as a fishing station), existing gangways are considered part of the path of travel to the altered primary function areas and must be made accessible, if the cost to do so is not disproportionate. The Department of Justice has determined that it is not disproportionate to spend up to an additional 20 percent of the overall costs of alterations to the primary function area to make the path of travel accessible.

Transition Plates

Transition plates are sloping pedestrian walking surfaces located at the end of a gangway. Gangways are not required to have landings at the end, if transition plates are provided. If the slope of the transition plate is greater than 1:20 (5%), transition plates must have a landing at the end of the transition plate not connected to the gangway and comply with other ADAAG ramp requirements.

Handrail Extensions

ADAAG addresses handrail height, diameter, and extensions provided to the end of the gangway. Other specifications regarding vertical supports may be addressed in other building codes. Handrail extensions are not required where gangways and transition plates connect and both are provided with handrails. ADAAG does not require handrails



GANGWAY WITH TRANSITION PLATE

2000 International Building Code

1003.2.12.1 Height. Guards shall form a protective barrier not less than 42 inches (1067 mm) high, measured vertically above the leading edge of the tread, adjacent walking surface or adjacent seatboard.

Exception: For occupancies in Group R-3, and within individual dwelling units in occupancies in Group R-2, both as applicable in Section 101.2, guards whose top rail also serves as a handrail shall have a height not less than 34 inches (864mm) and not more than 38 inches (965mm) measured vertically from the leading edge of the stair tread nosing.

1003.2.12.2 Opening limitations. Open guards shall have balusters or ornamental patterns such that a 4-inch-diameter (102mm) sphere cannot pass through any opening up to a height of 34 inches (864mm). From a height of 34 inches (864mm) to 42 inches (1067mm) above the adjacent walking surfaces, a sphere 8 inches (203mm) in diameter shall not pass.

Exception: The triangular opening formed by the riser, tread and bottom rail at the open side of a stairway shall be of a maximum size such that a sphere of 6 inches (152mm) in diameter cannot pass through the opening.
[Exceptions 2 through 4 not reprinted.]

Source: Sections 1003.2.12.1 and 1003.2.12.2, International Building Code. Reprinted with permission of the International Code Council, Falls Church, Virginia.

on sloped surfaces that have a rise of less than 6 inches or a projection less than 72 inches, or a slope of 1:20 (5%) or less. If handrail extensions are provided, they do not need to be parallel with the ground or floor surface, since the surface may be moving due to water conditions.

Cross Slope

The cross slopes of gangways, transition plates and floating piers that are part of an accessible route must be designed and constructed not to exceed a maximum of 2 percent. Measurements, absent live loads, are to be made from a static condition (i.e., absence of movement that results from wind, waves, etc.). Where floating piers are grounded out due to low water conditions, slope requirements would not apply.

Elevators and Platform Lifts

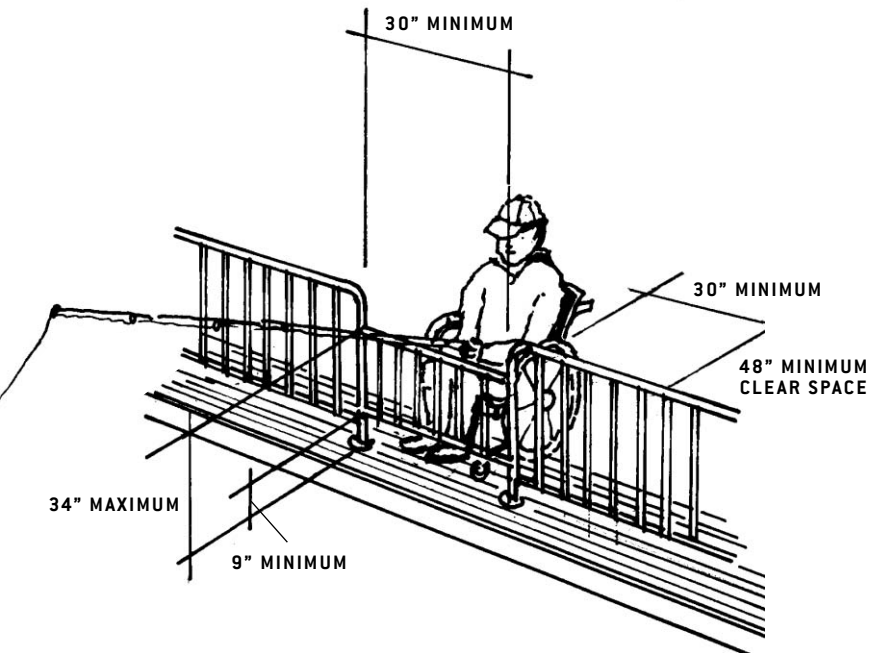
In addition to regular elevators, limited use/limited application elevators or platform lifts that comply with ADAAG may be used instead of gangways as part of an accessible route connecting floating piers and platforms used for fishing.

Railings

Where railings, guards, or handrails are provided on a fishing pier or platform, they must meet ADAAG provisions.

Height

Where railings, guards, or handrails are provided on a fishing pier or platform, at least 25 percent of the rails must



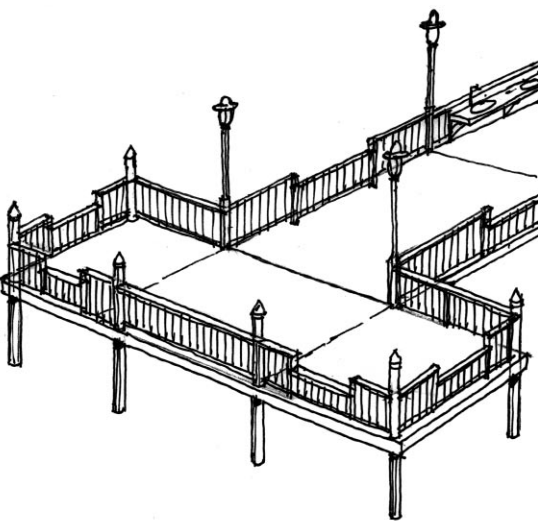
RAILING HEIGHTS AND CLEAR SPACE

be 34 inches or less in height above the ground or deck so a person using a wheelchair or other mobility device has the opportunity to fish. However, guardrails may be higher than 34 inches if the higher portion meets all the requirements of the International Building Code. (See sidebar.)

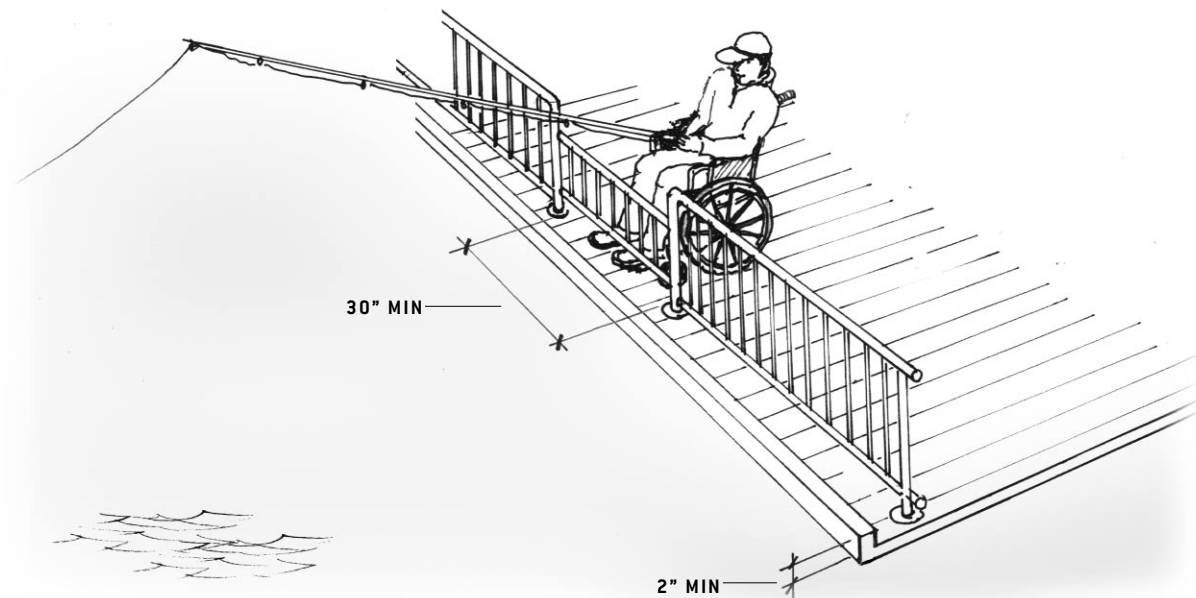
This will allow a design professional to increase the guardrail height if a specific location needs enhanced safety measures or a local building code applies.

Dispersion

Anglers who can stand are able to fish from any part of a pier or platform and change locations. To provide anglers with disabilities similar opportunities, the accessible 34-inch



DISPERSION



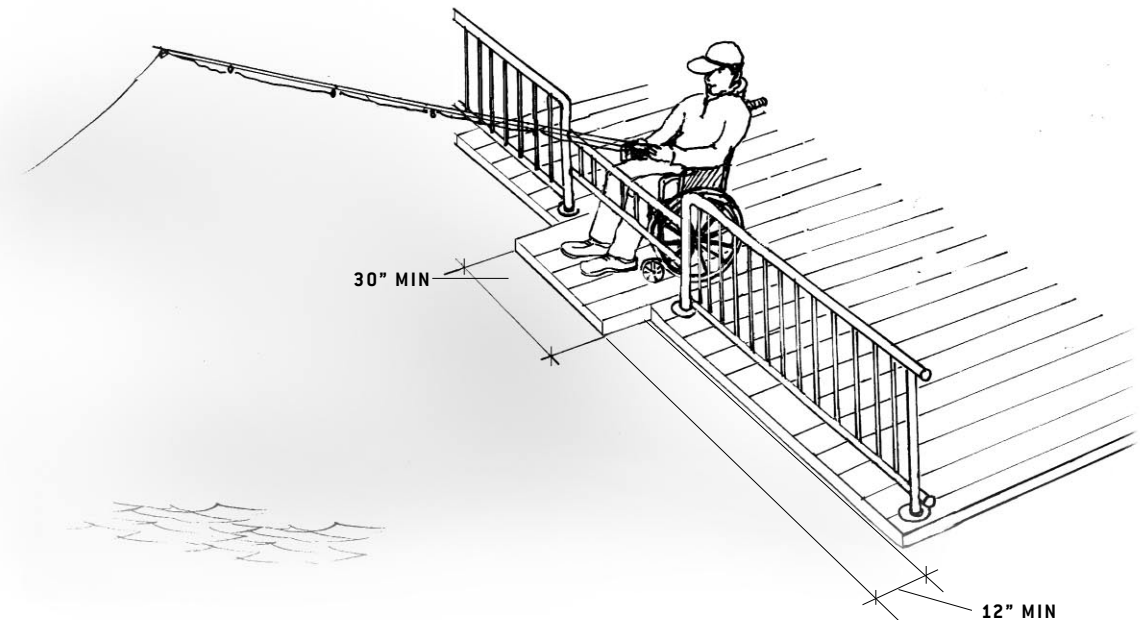
2-INCH EDGE PROTECTION AT PIER

maximum railing must be located in a variety of places on the pier or platform to offer a variety of locations to fish from. Different fishing locations may provide different water depths, shade or sun, vegetation, and proximity to the shoreline or bank.

Edge Protection

Where railings, guards, or handrails are provided, edge protection must be provided and extend a minimum of 2 inches above the ground or deck surface. This protection will prevent persons using wheelchairs or other mobility devices from slipping off the pier or platform.

Edge protection is not required where a railing, guardrail, or handrail is provided, if the deck surface extends a minimum of 12 inches beyond the inside face of the railing. This design allows a person using a wheelchair or other mobility device to pull into a clear space and move beyond the face of the railing to view the water in different directions. Toe clearance



12-INCH DECK EXTENSION WITHOUT EDGE PROTECTION

must be at least 30 inches wide and a minimum of 9 inches above the ground or deck surface beyond the railing.

Clear Floor or Ground Space

At least one clear floor or ground space (30 inches by 48 inches minimum) must be provided at each location that has a railing height of 34 inches maximum. If there are no railings, at least one clear space must be provided on a pier or platform. (See top illustration on page 9.)

Turning Space

Piers and platforms must have at least one turning area, either a 60-inch turning space or T-shaped space, to allow a person using a mobility device or wheelchair to make a 180-degree turn. The space may overlap the accessible route and clear floor or ground space.



More Information

You can obtain copies of the recreation facility guidelines, which include fishing piers and platforms, and further technical assistance from the U.S. Access Board at **www.access-board.gov, 1-800-872-2253, or 1-800-993-2822 (TTY).**

Appendix D

RIDEM Monthly Fish Trawl Survey Data

Tables Depicting Mean Monthly Abundances of Important Recreational Fish Species and Mean Seasonal Fish Group Abundances

Figure 1a-i. Mean Monthly Abundances of Important Recreational Fish Species

Data from RIDEM monthly fish trawl survey, averaged for two stations in the vicinity of the Jamestown Bridge (stations 132 and 197) over the years 1990-2004, and normalized to number of fish per tow. Note the different abundance scales for scup and squid.

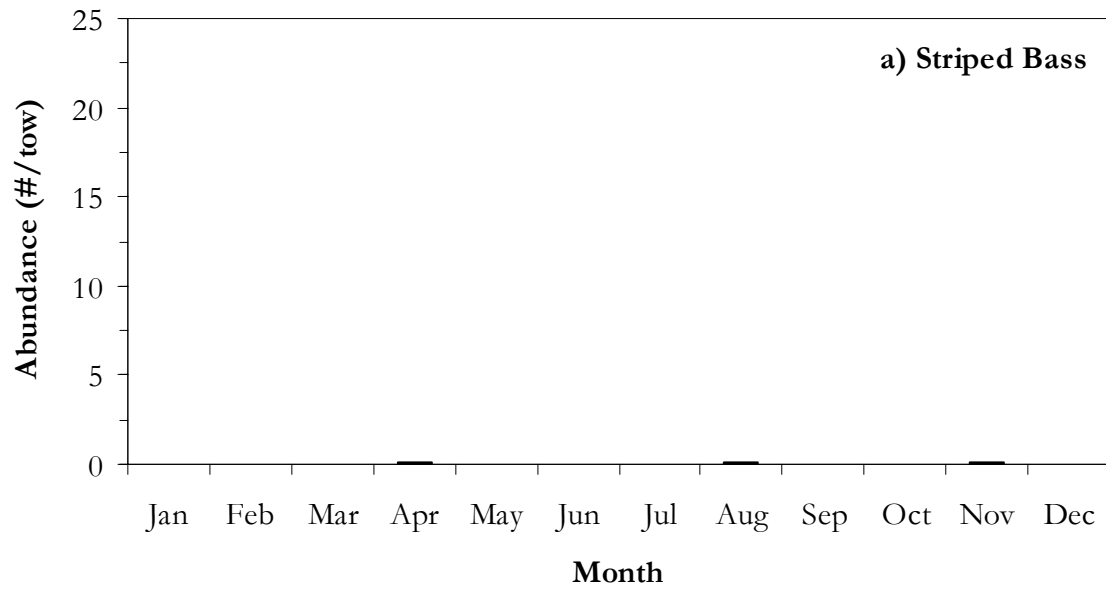


Figure 1a. Mean monthly abundance of Striped Bass

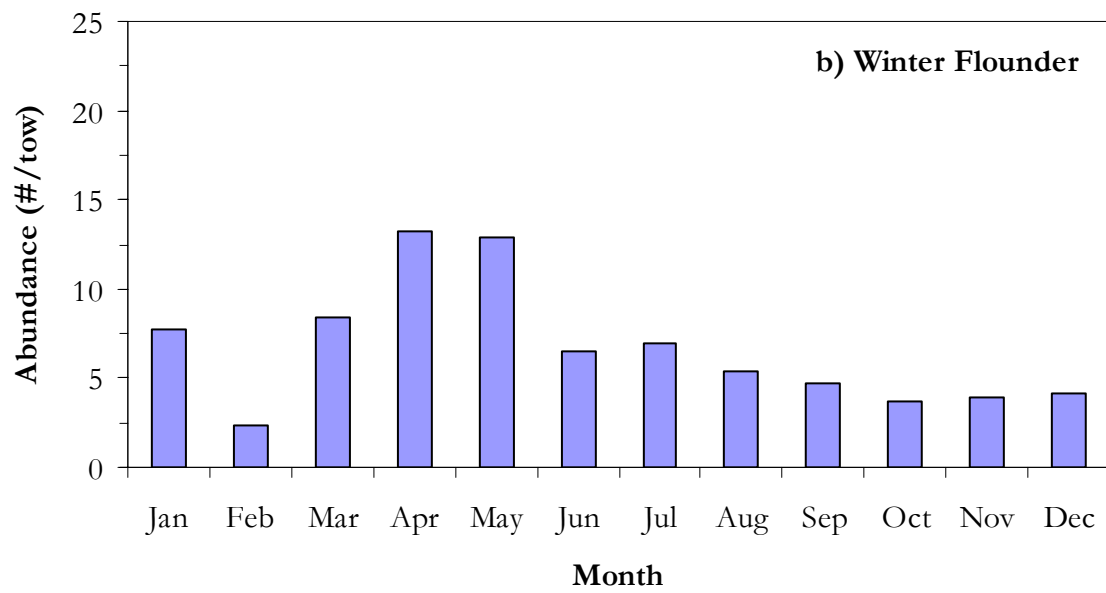


Figure 1b. Mean monthly abundance of Winter Flounder

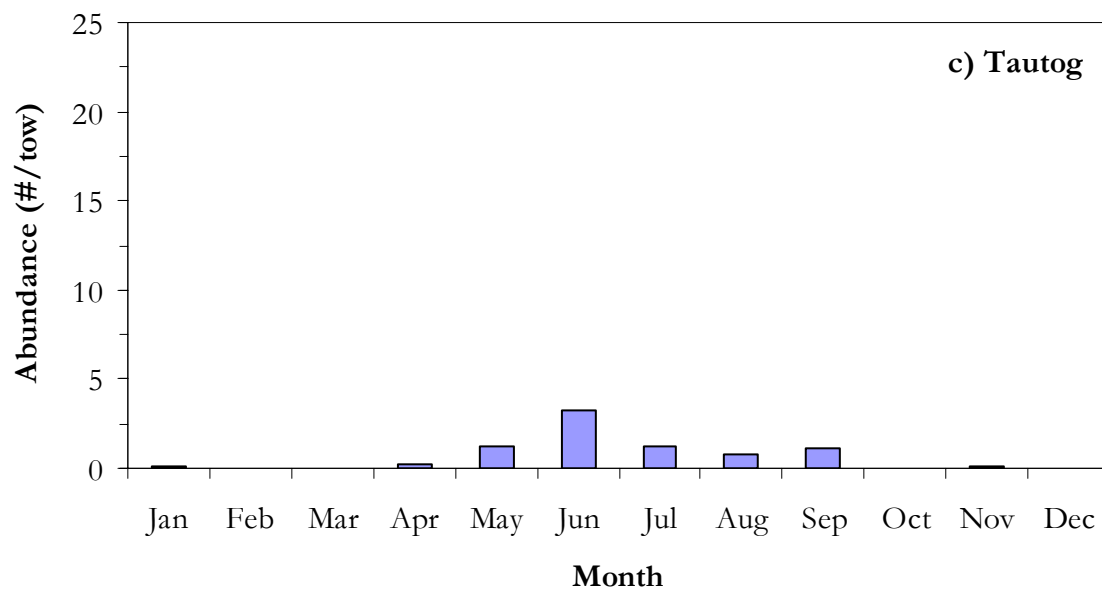


Figure 1c. Mean monthly abundance of Tautog

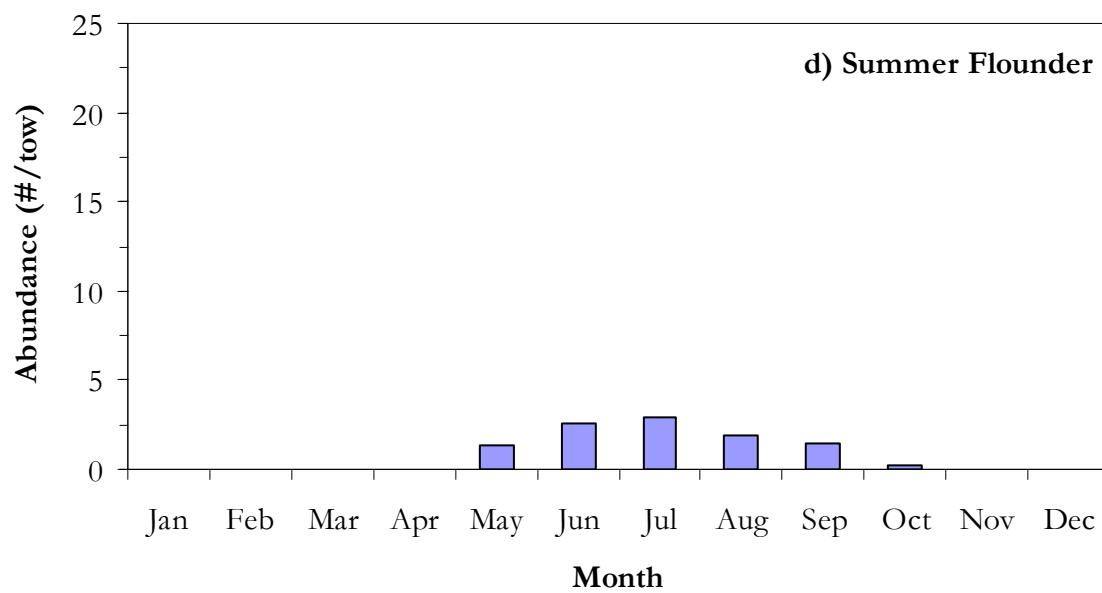


Figure 1d. Mean monthly abundance of Summer Flounder

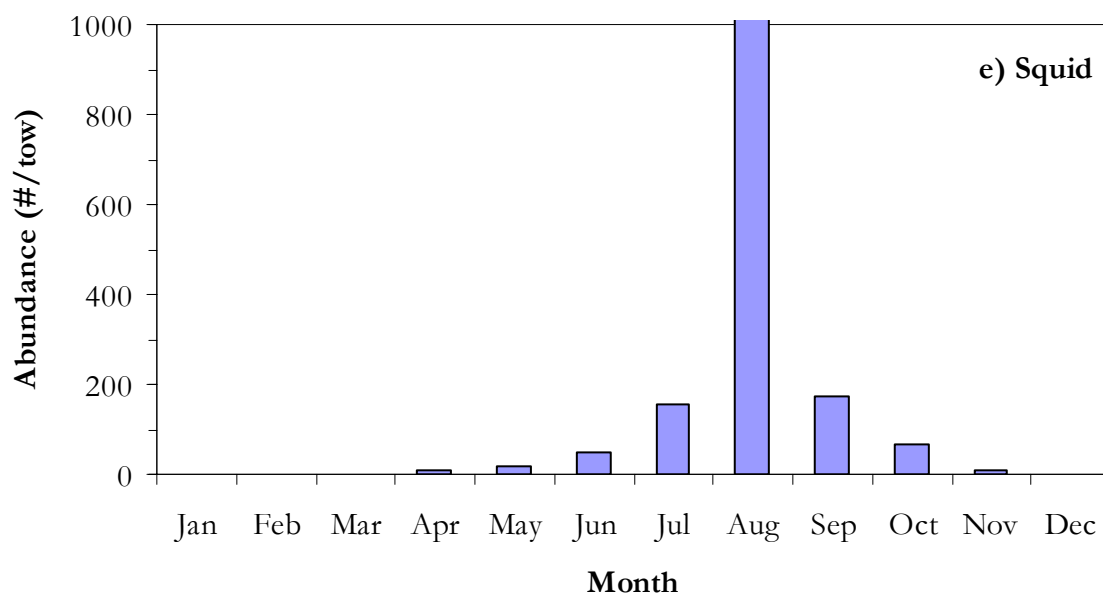


Figure 1e. Mean monthly abundance of Squid

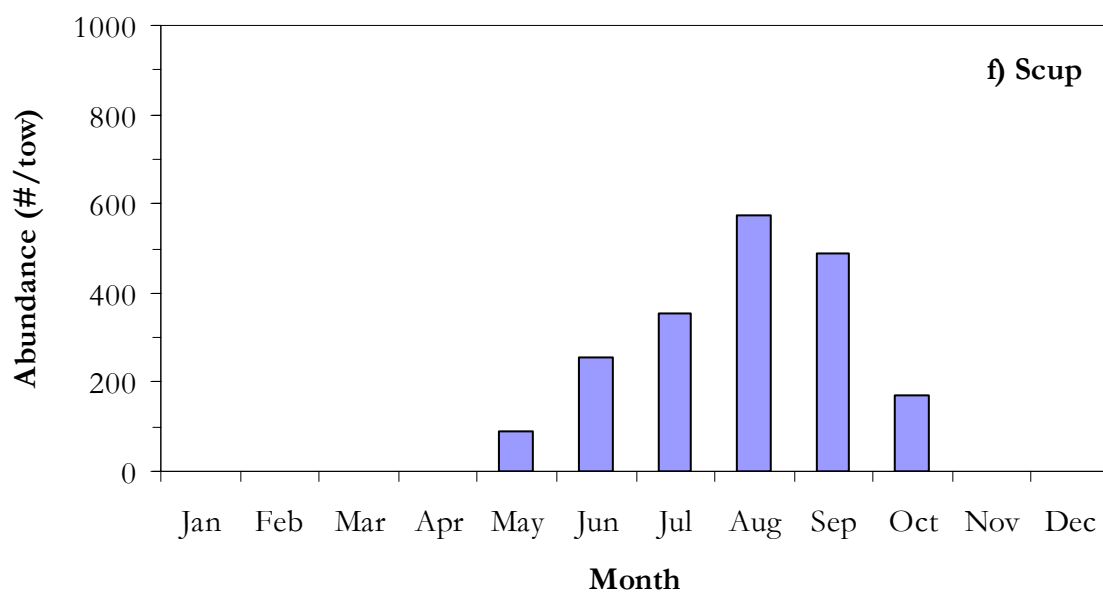


Figure 1f. Mean monthly abundance of Scup

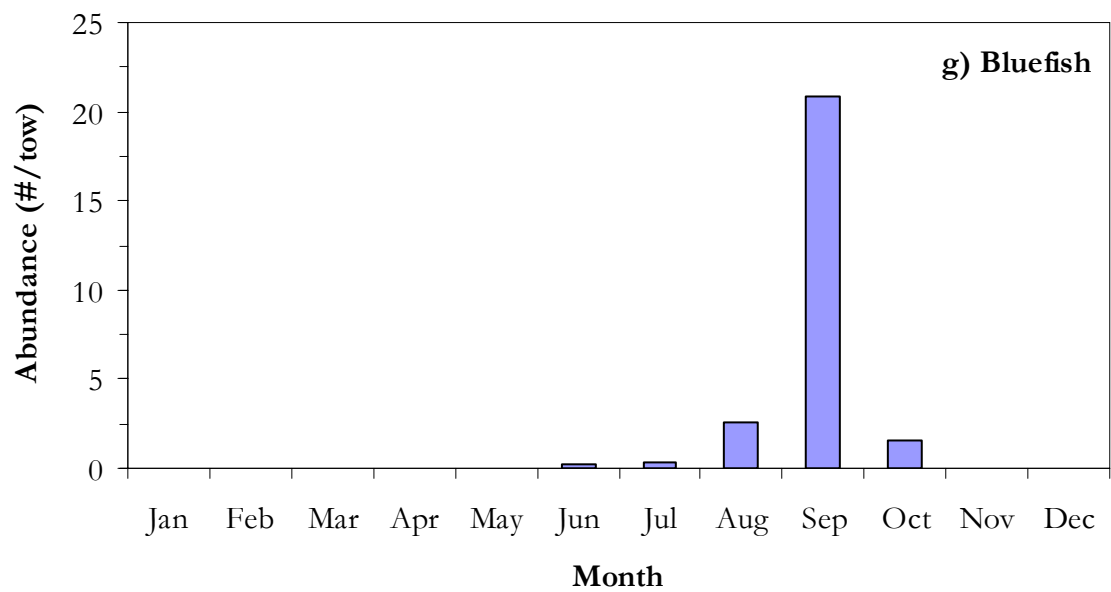


Figure 1g. Mean monthly abundance of Bluefish

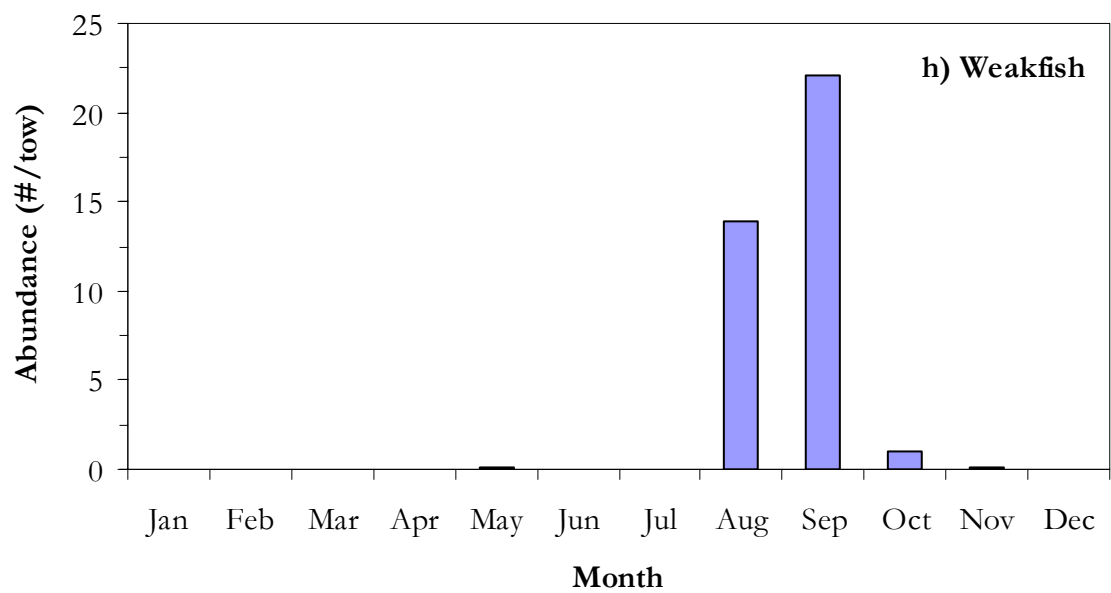


Figure 1h. Mean monthly abundance of Weakfish

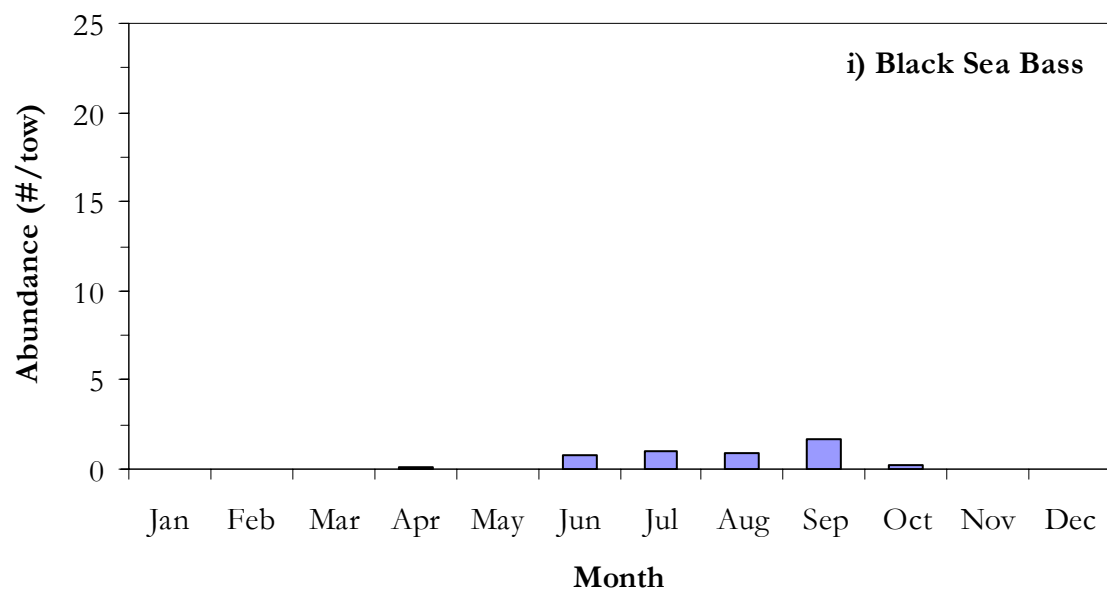


Figure 1i. Mean monthly abundance of Black Sea Bass

Figure 2a-d. Mean Seasonal Fish Group Abundances

Data from RIDEM monthly fish trawl survey were averaged for two stations in the vicinity of the Jamestown Bridge (stations 132 and 197) over the years 1990-2004, and normalized to number of fish per tow. Abundance numbers for individual species were combined into four fish groups: (a) important recreational species, (b) clupeiforms, (c) gadiforms, (d) pleuronectiforms. Monthly data were pooled into seasons based on qualitative observations of major shifts in various species abundances as indicated below. Note the different abundance scales.

Winter: December, January, February, March

Spring: April, May

Summer: June, July, August, September

Fall: October, November

Year: all months

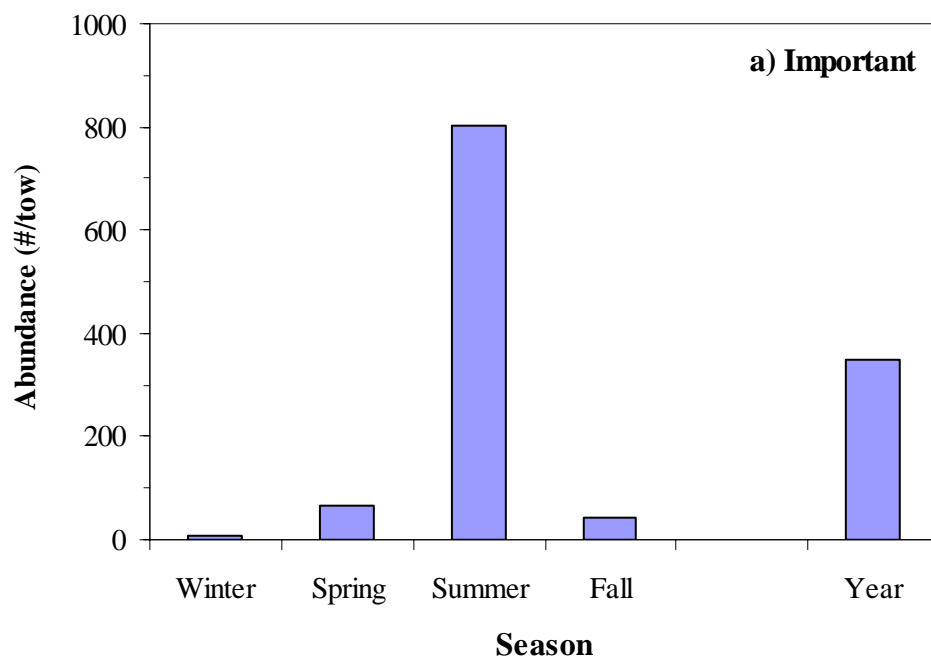


Figure 2a. Mean seasonal abundance of important recreational species.

Values are plotted as the number of fish per tow. Group consists of species suggested by RIDEM (Tim Lynch, personal communication) as important recreational species in Narragansett Bay (Summer Flounder, Winter Flounder, Bluefish, Striped Bass, Black Sea Bass, Scup, Weakfish, Tautog, and longfin squid).

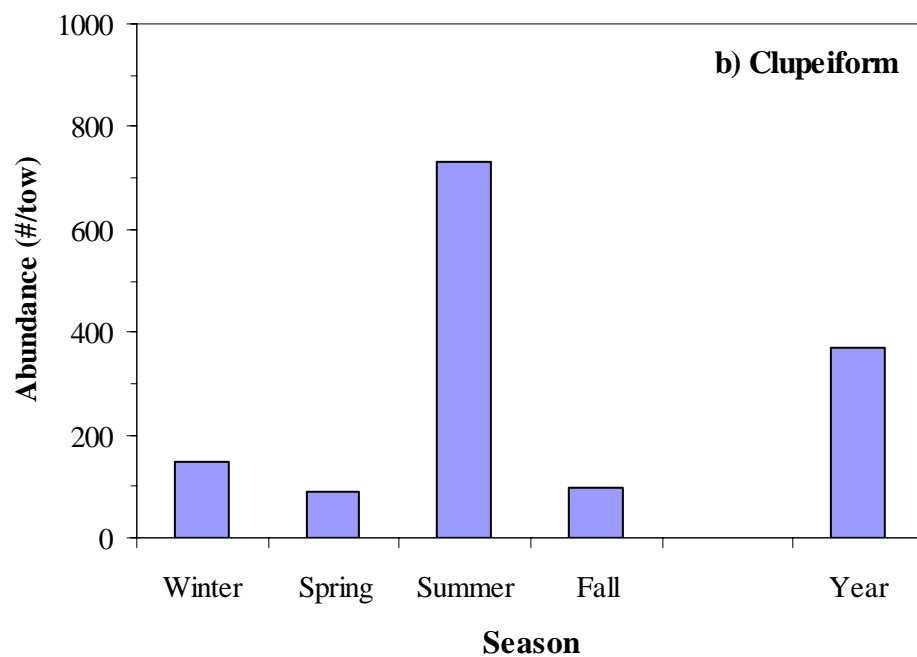


Figure 2b. Mean seasonal abundance of Clupeiform species.

Values are plotted as the number of fish per tow. Group consists of all species represented in trawl data from the order *Clupeiformes* (Round Herring, Atlantic Herring, Alewife, Blueback Herring, American Shad, Atlantic Menhaden, Hickory Shad, Bay Anchovy, and Striped Anchovy) and *Atheriniformes* (Atlantic Silverside).

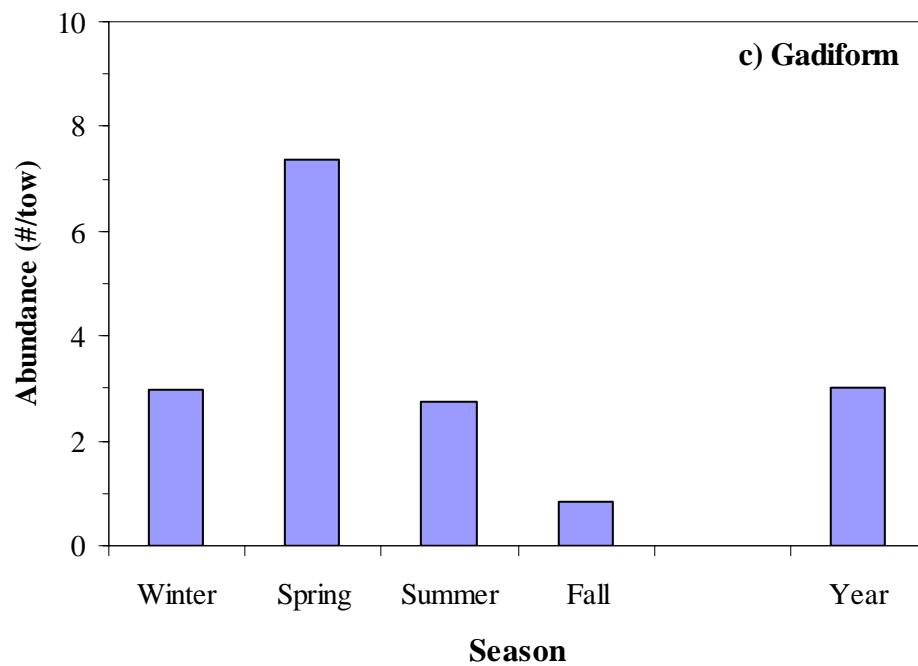


Figure 2c. Mean seasonal abundance of Gadiform species.

Values are plotted as the number of fish per tow. Group consists of all species represented in trawl data from the order *Gadiformes* (Silver Hake, Atlantic Cod, Pollock, White Hake, Red Hake, Spotted Hake, Fourbeard Rockling, Threebeard Rockling, and Atlantic Tomcod).

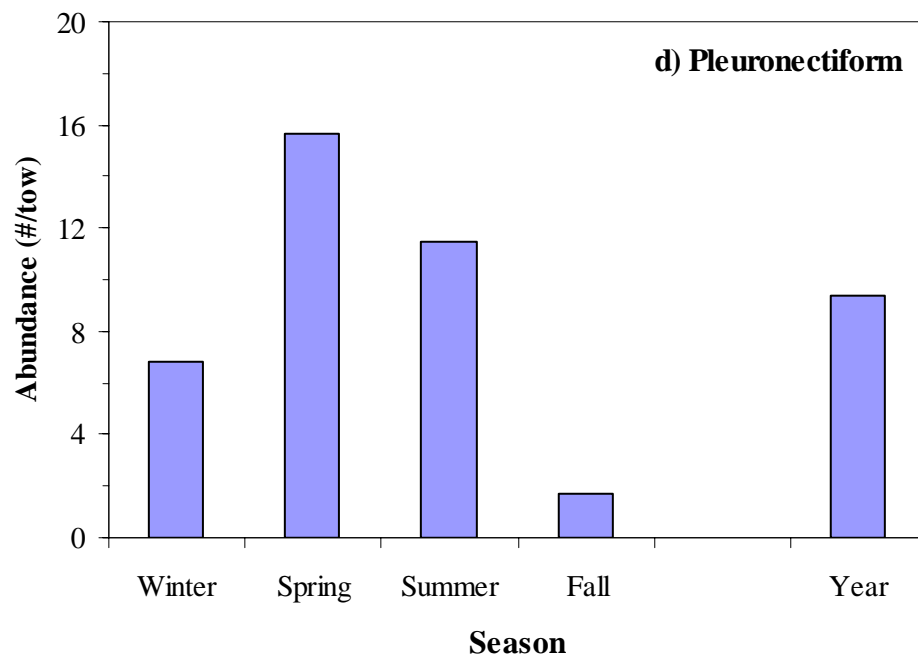


Figure 2d. Mean seasonal abundance of Pleuronectiform species.

Values are plotted as the number of fish per tow. Group consists of all species represented in trawl data from the order *Pleuronectiformes* (Winter Flounder, Summer Flounder, Fourspot Flounder, Windowpane Flounder, Gulfstream Flounder, Smallmouth Flounder).

Appendix E

Preliminary Pier Cost Estimate Data

Gordon R. Archibald, Inc.

JAMESTOWN BRIDGE - TRESTLE SPANS
Fishing Pier Rehabilitation

| COST SUMMARY | | | |
|---|-------------------------|------------------------|---------------------------|
| DESCRIPTION | LENGTH (ft.) | WIDTH (ft.) | COST (million) |
| COMPLETE STRUCTURE REHABILITATION | 1,650 | 26 | \$9.1 |
| New Concrete Deck | 990 | 26 | \$5.0 |
| Repaint Existing Steel Members | 770 | 26 | \$3.8 |
| Repair Concrete Piles | 1,650 | 26 | \$9.4 |
| NEW SUPERSTRUCTURE REHABILITATE SUBSTRUCTURE | 990 | 26 | \$5.2 |
| New Concrete Deck | 770 | 26 | \$4.9 |
| New Steel Members | 1,650 | 26 | \$11.2 |
| Patch Pier Caps | 990 | 26 | \$6.7 |
| Repair Concrete Piles | 770 | 26 | \$3.8 |
| COMPLETE NEW STRUCTURE | 1,650 | 22 | \$9.4 |
| Timber Decking | 990 | 22 | \$5.7 |
| Concrete Pier Caps | 770 | 22 | \$4.4 |
| Precast Concrete Piles @ 30' o.c. | 1,650 | 22 | \$6.9 |
| Designed to withstand 100 yr. Storm (similar to Pensacola Gulf Fishing Pier) | 990 | 22 | \$4.1 |
| Timber Decking | 770 | 22 | \$3.2 |
| Timber Pier Caps | 500 | 22 | \$2.1 |
| Timber Piles Bents @ 10' o.c. w/ cross bracing (Typical Dock Type Structure) | | | |

4

5

JAMESTOWN BRIDGE - TRESTLE SPANS
Fishing Pier Rehabilitation

OPTION #4 - COMPLETE NEW STRUCTURE - 22' WIDE

| | |
|---------|-----------|
| Length: | 1,650 ft. |
| Width: | 22 ft. |

| | |
|--------------------------|-------------|
| New Structure @ \$225/SF | \$8,167,500 |
| 15% CONTINGENCY* | \$1,225,125 |
| <hr/> | |
| TOTAL | \$9,392,625 |

SAY \$9.4 MILLION

* Use lower contingency for complete new structure option since per square foot cost included amenities

Note:

This cost includes amenities usually associated with fishing piers such as shade structures, lighting, fish cleaning tables, etc.

JAMESTOWN BRIDGE - TRESTLE SPANS
Fishing Pier Rehabilitation

OPTION #4a - 990' OF NEW STRUCTURE- 22' WIDE

| | |
|---------|---------|
| Length: | 990 ft. |
| Width: | 22 ft. |

| | |
|--------------------------|-------------|
| New Structure @ \$225/SF | \$4,900,500 |
| 15% CONTINGENCY* | \$735,075 |
| <hr/> | |
| TOTAL | \$5,635,575 |

SAY \$5.7 MILLION

* Use lower contingency for complete new structure option since per square foot cost included amenities

Note:

This cost includes amenities usually associated with fishing piers such as shade structures, lighting, fish cleaning tables, etc.

JAMESTOWN BRIDGE - TRESTLE SPANS
Fishing Pier Rehabilitation

OPTION #4b - 770' OF NEW STRUCTURE - 22' WIDE

| | |
|---------|---------|
| Length: | 770 ft. |
| Width: | 22 ft. |

| | |
|--------------------------|-------------|
| New Structure @ \$225/SF | \$3,811,500 |
| 15% CONTINGENCY* | \$571,725 |
| <hr/> | |
| TOTAL | \$4,383,225 |

SAY \$4.4 MILLION

* Use lower contingency for complete new structure option since per square foot cost included amenities

Note:

This cost includes amenities usually associated with fishing piers such as shade structures, lighting, fish cleaning tables, etc.

GORDON R. ARCHIBALD, INC.

Professional Engineers

200 Main Street

PAWTUCKET, RHODE ISLAND 02860

(401) 726-4084

FAX (401) 728-1533

JOB 36A.37 JAMESTOWN BRIDGE - TRESTLE SPANSSHEET NO. 3 OF _____CALCULATED BY JMS DATE 10/21/03

CHECKED BY _____ DATE _____

SCALE _____

COMPLETE NEW STRUCTUREPENSACOLA GULF FISHING PIERPENSACOLA, FL LOCATION FACTOR $\frac{103.6}{82.1} = 1.262$ (2002 MEANS)

OPENED IN 2001

(ASSUMING 2.5% INFLATION - 2004 CONSTRUCTION)

$$1.025^3 = 1.077$$

1,471' LONG

22' WIDE

40'x60' PLATFORM

$$\left. \begin{array}{l} 1,471' \text{ LONG} \\ 22' \text{ WIDE} \\ 40' \times 60' \text{ PLATFORM} \end{array} \right\} \text{ AREA} = 34,762 \text{ SF}$$

COST IN 2001: \$5.6 MILLION (INCLUDING AMENITIES)

EQUIVALENT SF COST:

$$5,600,000 \times 1.262 \times 1.077 / 34,762 = \$218.96/\text{SF}$$

JUNO BEACH FISHING PIERNEAR WEST PALM BEACH, FLA LOCATION FACTOR $\frac{103.6}{82.7} = 1.253$ (2002 MEANS)

OPENED IN 1999

$$1.025^5 = 1.131$$

990' LONG

22' WIDE

72' "T" END

$$\left. \begin{array}{l} 990' \text{ LONG} \\ 22' \text{ WIDE} \\ 72' \text{ "T" END} \end{array} \right\} A = 22,880 \text{ SF}$$

COST IN 1991: \$2.1 MILLION (INCLUDES SHADE STRUCTURES, FISH-CLEANING TABLES, BAIT SHOP, ETC.)

EQUIVALENT SF COST:

$$2,100,000 \times 1.253 \times 1.131 / 22,880 = \$130.07/\text{SF}$$

USE \$225/SF INCLUDING AMENITIES (NO DEMOLITION)



Gordon R. Archibald, Inc.
Professional Engineers

MEMORANDUM TO FILE
JOB NO. _____

TELEPHONE CONVERSATION

PROJECT: Jamestown Bridge - Trestle Spans
DATE: 11/03/03 TIME: 2:20 PM
INITIATED BY: John St. Cyr
PERSON CALLED: Tom Williams - Baskerville-Donovan, Inc. 850-438-9661
SUBJECT: Fishing Pier

SUMMARY OF DISCUSSION:

I called Mr. Williams because their firm had designed the Pensacola Gulf Fishing Pier. I asked him if he had any ideas on the cost of a fishing pier. He told me that the person who had done a lot of their fishing pier work was no longer with the company but did tell me that they had recently finished a pier at the Gulf Coast that was approximately 1,200' long and 12'-14' wide that cost approximately \$3 million [\$179-\$208/SF]. The structure was constructed of precast concrete piles, cast-in-place pier caps and precast concrete beams with timber inlays.

COPY TO: _____

Pensacola Gulf Fishing Pier Opens To Instant Success

CONSTRUCTED BY
Stolt Comex Seaway
DESIGNED BY
BASKERVILLE-DONOVAN, INC.
850-438-9601

Fishing Pier Images

Pensacola's latest tourist attraction and sporting venue opened at 12:01 a.m. Saturday, May 26 to instant acclaim and almost immediate success.

The pier, at 1,471 feet is the longest in the Gulf of Mexico, produced catches of king mackerel, cobia, pompano, jack crevalle, flounder, bonita and whiting within the first 24 hours of its opening, including a 20-pound king mackerel and a 52-pound cobia.

During its first day of operation, the pier, which replaces a wooden pier destroyed by Hurricane Opal in 1995, drew about 200 anglers and some 2,000 other visitors who came just to stroll the more than a quarter-mile into the gulf. Anglers pay \$6.50 per day for up to three reels and walkers pay \$1. Seasonal passes are also available.

In terms of superlatives, the fishing pier is unparalleled anywhere in the gulf. The pier's record-breaking span, which rises 26 feet above the gulf, includes 1,230 feet over water. At the pier's end, where it opens into a 40-by-60 foot fishing platform, the water ranges from 20 to 25 feet deep. The 22-foot-wide pier, designed for family fishing, was built at a cost of \$5.6 million and its construction came in on budget and two months under schedule. The state funded \$3.5 million of the pier's construction with Escambia County providing the remaining \$2.1 million.

Escambia County Commissioner Mike Bass, in handing over operation of the pier from the county's board of county commissioners to the Santa Rosa Island Authority, called the Pensacola Beach Gulf Fishing Pier the "Cadillac" of all fishing piers.

The pier is designed to withstand a "100 year storm," according to Monte Blews, the SRIA's general manager.

"This pier is here to stay," he said. "It is a very functionally designed pier. It should last well into the next century."

The pier was built by Stolt, Seaway, Comex, an international marine construction company specializing in building offshore drilling facilities. The Pensacola firm of Baskerville-Donovan oversaw the engineering of the pier.

Some 207 pilings, 167 of them octagon shaped, are up to 99 feet long and provide the 22-foot wide pier with its foundation. Placed every 30 feet, the pilings are driven into the seabed at precisely calculated angles. The octagon-shaped pilings are designed to dissipate a storm's force. The pier's flooring consists of heavy 4-by-6 foot wooden panels designed to give way when struck from beneath by heavy seas. "Waves striking a pier's underside are what kills it," Blews said. "These panels, which weigh more than 400 pounds apiece, are designed to blow out."

With the pier standing 26 feet above the water, it will take a superior storm to test the blow-out panels. For example, the storm surge from Hurricane Opal was 15 feet at its maximum.

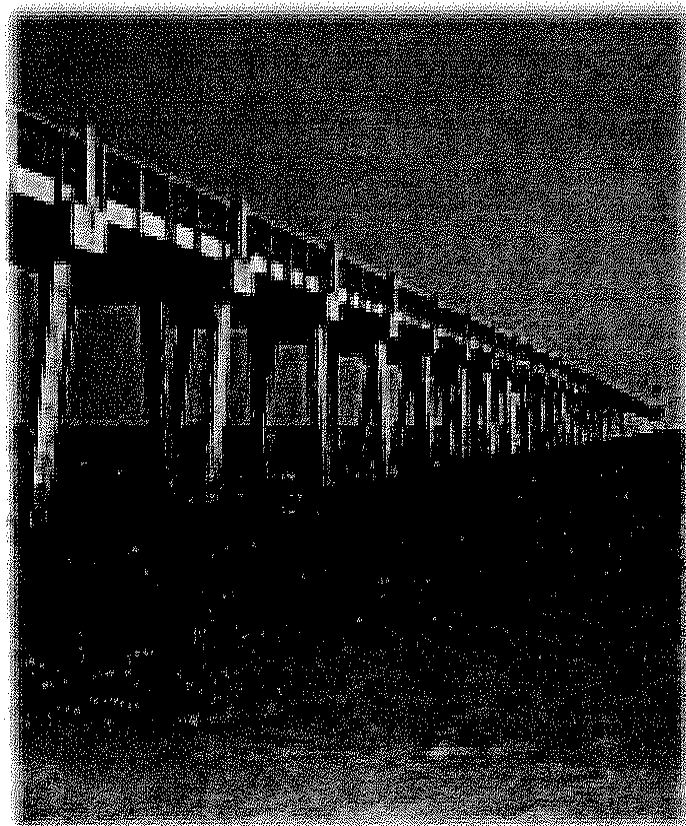
The pier's sloping approach complies with the standards of the Americans with Disabilities Act and the design of its 42-inch tall railing is unique to piers. The railing is made of wooden strips placed vertically four inches apart. The railing is topped with a wide board made of a composite material designed to not shred into splinters.

"With the railing you can let children wander around a little and look into the water without worrying that they are going to fall through," said Blews.

The pier is lit with low-pressure, sodium-vapor lights that Blews calls "the ultimate in turtle friendly lighting."

In fact, on May 25, while an opening-day party was being staged on the pier, a loggerhead turtle was seen cruising the gulf just off the pier's end as if taking the opportunity to check out Pensacola Beach's latest attraction. In the first weekend, baby sharks and a manatee were also spotted near the pier's end.

"With this pier opening, we have the finest fishing pier anywhere," Blews said. "All of Escambia County and Pensacola Beach ought to be very proud."



In This Issue:

New pier built despite challenges

We saw the big picture on a plane canvas

Assembly Hall sees light at the end of the tunnel

Toll highway fiber optic system installed

Project updates



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New pier built despite challenges

Design meets standards of public and nature

Earlier this year, more than 2,000 people—young and old alike—flocked to the grand opening of the Juno Beach Fishing Pier in Juno Beach, Fla. Many of the people who strolled across the nearly 1,000-foot-long pier held signs reading "We're here for the pier!" Many others came with fishing poles in hand.

The grand opening of the pier represented the conclusion of 10 years of planning, construction and controversy.

The new \$2.1 million pier replaces the old Juno Pier, which was destroyed by a hurricane in 1984. The Palm Beach County Parks and Recreation Department was responsible for selecting a site for the new pier. They settled on a slice of land at the Juno Beach Park located between Juno Beach and Jupiter, Fla.

Murphy Construction Co. of West Palm Beach, Fla., was selected to serve as the contractor for the pier project. Hanson Engineers was chosen to provide design, threshold inspection and construction administration services.

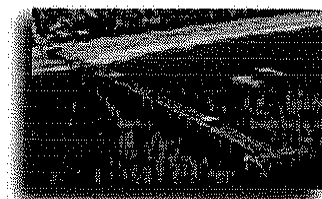
"From the time this project was announced, we knew we wanted to design this pier," says Bobby Chilton, Hanson Engineers' project manager. "Once we were selected, it became a labor of love. The challenge was to design this pier according to the standards of permitting and to those of nature," he adds.

Project presents many challenges

As Chilton discovered, designing the pier presented not only engineering challenges but ecological and environmental ones as well.

"One of the challenges we faced early on was determining how far apart to space the pilings. The spacing we chose would affect the amount of sand that would build up near the waterline and the pier," notes Chilton.

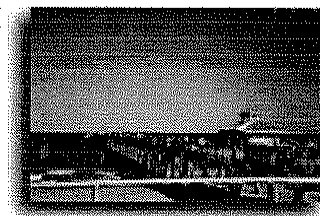
Chilton and other members of the project team also had to consider what materials could withstand an aggressive ocean environment. When writing specifications for the concrete, they determined that a dense consistency of concrete would better resist corrosion.



The 990-foot, T-shaped Juno beach Fishing Pier opened to the public in January

"From the time this project was announced, we knew we wanted to design this pier. Once we were selected, it became a labor of love."

—Bobby Chilton



The 990-foot-long pier is 22 feet wide and features a 72-foot "T" end. The pier rises 20 feet above the ocean and includes three pile bents located at 30-foot spans. Says Chilton, "The pier was designed as a blowout

Many ecological issues were also associated with this project. County officials, contractors and Hanson Engineers agreed to follow stringent standards to ensure the safety of the beach's shoreline and animal species which make it their habitat and breeding ground.

system, meaning that the pier's deck sections will snap away from the pier's pile caps and beams during heavy storms. This system will help ensure that the pilings and structure remain intact."

Sea turtles were among the animal species protected by these standards. Every year beginning in March and continuing through October, sea turtles crawl out of the ocean to lay their eggs on the beach.

To ensure that the construction of the pier did not disrupt the turtle's nesting season, work began from the shoreline and proceeded outward.

Another ecological concern was the belief that pier fishing attracted sharks and snook. These two fish species are commonly known to pursue sea turtles. However, studies conducted by Palm Beach County indicated that sharks migrate to the waters near South Florida in August or September whether or not there is a fishing pier.

After addressing many of the ecological issues, county officials listened to concerns voiced by environmental groups. These groups were concerned that the area surrounding the new pier could face potential environmental damage. Hanson Engineers' pier design included elements that would help alleviate possible beach erosion.

Pier features several amenities

Furthermore, the pier was designed and built according to the Americans with Disabilities Act, and has more than 2,000 feet of timber safety railing. It was also constructed to accommodate emergency vehicles and other construction equipment. Specially designed recessed, amber lights illuminate the pier. The subdued lighting is designed not to misdirect sea turtle hatchlings, which instinctively crawl toward light after hatching at night.

The pier also features shade structures, benches, fish-cleaning tables and a 660-square-foot bait shop.

"While we faced many challenges during this project, the ultimate satisfaction is knowing that the pier is a structure people will enjoy for years to come," says Chilton.

JAMESTOWN BRIDGE - TRESTLE SPANS
Fishing Pier Rehabilitation

OPTION #5 - COMPLETE NEW TIMBER STRUCTURE - 22' WIDE

| | |
|---------|-----------|
| Length: | 1,650 ft. |
| Width: | 22 ft. |

| | |
|--------------------------|-------------|
| New Structure @ \$150/SF | \$5,445,000 |
| 25% CONTINGENCY | \$1,361,250 |
| <hr/> | |
| TOTAL | \$6,806,250 |

SAY \$6.9 MILLION

JAMESTOWN BRIDGE - TRESTLE SPANS
Fishing Pier Rehabilitation

OPTION #5a - 990' OF NEW TIMBER STRUCTURE- 22' WIDE

| | |
|---------|---------|
| Length: | 990 ft. |
| Width: | 22 ft. |

| | |
|--------------------------|-------------|
| New Structure @ \$150/SF | \$3,267,000 |
| 25% CONTINGENCY | \$816,750 |
| <hr/> | |
| TOTAL | \$4,083,750 |

SAY \$4.1 MILLION

JAMESTOWN BRIDGE - TRESTLE SPANS
Fishing Pier Rehabilitation

OPTION #5b - 770' OF NEW TIMBER STRUCTURE - 22' WIDE

| | |
|---------|---------|
| Length: | 770 ft. |
| Width: | 22 ft. |

| | |
|--------------------------|-------------|
| New Structure @ \$150/SF | \$2,541,000 |
| 25% CONTINGENCY | \$635,250 |
| <hr/> | |
| TOTAL | \$3,176,250 |

SAY \$3.2 MILLION

GORDON R. ARCHIBALD, INC.

Professional Engineers

200 Main Street

PAWTUCKET, RHODE ISLAND 02860

(401) 726-4084

FAX (401) 728-1533

JOB 369.37 JAMESTOWN BRIDGE - TRESTLE SPANS

SHEET NO. 4 OF

CALCULATED BY JMS DATE 11/04/03

CHECKED BY DATE

SCALE

COMPLETE NEW TIMBER STRUCTURE

I CALLED LOCAL MARINE / DOCK CONTRACTORS TO OBTAIN APPROXIMATE SQUARE FOOT COSTS FOR A TIMBER PIER STRUCTURE. I TOLD THEM IT WOULD BE APPROXIMATELY 500' LONG X 22' WIDE. ALL THE CONTRACTORS WERE FAMILIAR WITH THE SITE.

REAGAN CONSTRUCTION - BILL REAGAN 849-9240

\$75 - \$100/SF

TIMBER PILE BENTS SPACED AT APPROXIMATELY 10' O.C.

SPECIALTY DIVING CORP - NICK 295-5256

TIMBER SUPERSTRUCTURE: \$150/SF (DOES NOT INCLUDE PILES)

PILES: \$1,000 - \$1,200/EA (ASSUMING 60' TIMBER PILES)

SPANS OF 10' ± WITH CROSS BRACING

ASSUMING 4 PILES PER BENT:

$$\$150/\text{SF} + 4 \times 1200 / (10 \times 22) = \$172/\text{SF}$$

USE \$150/SF



Gordon R. Archibald, Inc.
Professional Engineers

MEMORANDUM TO FILE
JOB NO. _____

TELEPHONE CONVERSATION

PROJECT: Jamestown Bridge - Trestle Spans
DATE: 11/03/03 TIME: 4:00 PM
INITIATED BY: John St. Cyr
PERSON CALLED: Nick - Specialty Diving Corp. 295-5256
SUBJECT: Fishing Pier

SUMMARY OF DISCUSSION:

I spoke with Nick concerning the cost of constructing a recreational fishing pier approximately 500'-700' long x 22' wide at the Jamestown Bridge location. He said that a lot would depend on the pile material but he did say that for a timber superstructure you would be talking about \$150/SF. He would suggest timber piers (he did not think that timber piles would be difficult to drive in this location). He gave a price for the timber piles of \$1,000-\$1,200/EA (60' long piles). Also if you were to use timber piles you would most likely be looking at spans of about 10' with cross bracing between them. He also said that due to the location you would most likely have to construct the pier from above (no barges).

He also seemed to think that my price of \$200-\$225/SF for a pier with precast piles is about right, though he does not do that type of work.

COPY TO: _____



Gordon R. Archibald, Inc.
Professional Engineers

MEMORANDUM TO FILE
JOB NO. _____

TELEPHONE CONVERSATION

PROJECT: Jamestown Bridge - Trestle Spans
DATE: 11/03/03 TIME: 2:45 PM
INITIATED BY: John St. Cyr
PERSON CALLED: Bill Reagan - Reagan Construction 849-9240
SUBJECT: Fishing Pier

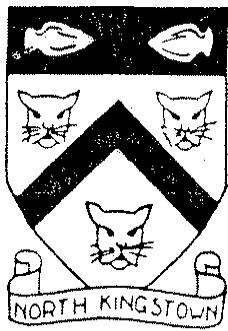
SUMMARY OF DISCUSSION:

I called Mr. Reagan to get an idea of the cost of constructing a recreational fishing pier approximately 500' long x 22' wide at the Jamestown Bridge location. He gave me a price of \$75-\$100/SF. This was assuming, though, timber pile bents spaced at about 10' o.c. with timber beams and decking.

COPY TO: _____

Appendix F

Comments from the Town of North Kingstown
on the
Jamestown Bridge Demolition Project
Army Corps of Engineers Public Notice
April 2003



TOWN OF
NORTH KINGSTOWN, RHODE ISLAND

80 BOSTON NECK ROAD
NORTH KINGSTOWN, R.I. 02852-5762
PHONE: (401) 294-3331
FAX: (401) 885-7373

April 16, 2003

Stephen D. DiLorenzo
Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Re: Army Corps of Engineers Public Notice File #199700251 – Jamestown Bridge Demolition Project

Dear Mr. DiLorenzo:

The Town of North Kingstown is in receipt of the Army Corps of Engineers Public Notice for File #199700251 related to the Jamestown Bridge Demolition project, specifically the disposal of the demolition debris and the rehabilitation of the western abutment of the bridge for use as a recreational fishing pier. While we are working with the Corps on extending the public comment period to enable the Town of North Kingstown to conduct a more thorough analysis of the permit request, we thought it would be appropriate to submit the following preliminary comments for consideration by the Corps. We hope to be able to further refine these comments with additional input from our local conservation and harbor management commissions if the extension request is granted to the Town.

One of the Town's primary concerns is the apparent segmentation of the overall project. Decisions are being made without the full knowledge of what uses may be accommodated and what environmental impacts may be associated with the rehabilitation of the western abutment of the old Jamestown Bridge for use as a recreational fishing pier.

Proof of this segmentation is demonstrated in the lack of a current structural analysis of the western abutment. An analysis of the structural integrity must be conducted prior to the demolition process in order to properly assess whether the western abutment is capable of being rehabilitated for use as a fishing pier and park. These two project components – demolition of the old bridge and rehabilitation of the western abutment – are directly related to each other and should be conducted together. The Town recognizes that from a cost effectiveness perspective, the cost of rehabilitating the existing abutment may exceed the cost to demolish the existing structure and start anew. This information should be available now while decisions about the demolition are underway.

Even if the structural analysis is completed, it still does not provide the assurances that the State of Rhode Island will not simply obtain the remaining portion of the western abutment post-demolition

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APR 18 2003
REGULATORY DIVISION

and fail to rehabilitate it to a condition suitable for use as a recreational fishing pier. The State needs to demonstrate that it has the intention and capability to take the required actions necessary to create this fishing pier. Otherwise, we could be left with an abandoned and deteriorating ruin projecting 1600 feet into Narragansett Bay.

Even if appropriate assurances are put in place, the Town still has specific comments and questions related to the rehabilitation of the western abutment of the bridge for use as a recreational fishing pier.

- 1) First and foremost, the State of Rhode Island must be fully responsible for the operational and fiscal management of the pier and surrounding area (both day to day and long-term).
- 2) What are the costs to the Town of North Kingstown associated with the rehabilitation of the trestle?
- 3) Has the funding for the fishing pier construction already been identified? If so, what is the funding source? How much will the construction cost?
- 4) What services – such as police and fire – will the Town be required to provide during construction?
- 5) Who is responsible for maintaining the fishing pier now, once the bridge is demolished and the renovation of the western abutment has been completed?
- 6) What is the structural integrity of the western abutment where the fishing pier will be constructed? Has an analysis of the structural integrity been conducted? If it is determined to be unsound, what are the alternatives? Will the abutment be rehabilitated or will a new structure be constructed to accommodate the fishing pier?
- 7) What are the anticipated impacts of the fishing pier on the nearby residential neighborhoods? How will those impacts be mitigated?
- 8) How will the trestle be accessed during construction?
- 9) How will the fishing pier be accessed once completed?
- 10) Are wastewater facilities planned for incorporation into the fishing pier area? Will trash receptacles be placed in the fishing pier area? If so on either trash receptacles or wastewater facilities, who will be responsible for maintenance?
- 11) What is the timeline for improvements to the fishing pier? The Town would like to be ensured that there will not be a gap between the bridge demolition and the subsequent construction of the fishing pier.
- 12) When will the construction specifications for the fishing pier be available for review?
- 13) Where is the proposed location and configuration for the parking lot? How many cars will be accommodated in the proposed parking lot?
- 14) Sufficient parking should be provided for both automobiles and bicycles in order to eliminate any over-flow parking into the surrounding area. There is a concern over potential environmental damage to the surrounding area from users trekking to and from the site if users park in the park and ride lot at Boston Neck Road.
- 15) The fishing pier could act as an attractive nuisance to children and young adults. This should be considered.
- 16) The hours of operation for the pier area should be made known.

- 17) Public and/or emergency telephones should be provided.
- 18) Security should be provided.
- 19) A state attendant/park ranger should be assigned to the fishing pier.
- 20) A schedule of trash pickup and sanitary facility pump-out should be provided.
- 21) Day to day maintenance (trash pick up etc) of the fishing pier should be provided with a maintenance schedule.
- 22) Maintenance of the physical infrastructure (trestle structure, parking etc) of the fishing pier should be provided with a maintenance schedule.
- 23) Consideration should be given to installing a water source of some kind to assist in cleaning the pier area, especially as it is related to fishing-related waste.
- 24) Consideration should be given to providing other amenities such as picnic tables.
- 25) This area should be designated as an alcohol and drug-free area.
- 26) If permitted, consideration should be given to distributing vendor licenses for bait sales in this area.

There is discussion in the DSEIS that the eastern, Jamestown side of the old bridge will be cleaned up and restored once the demolition is completed. The Town of North Kingstown would like to be ensured that the western, North Kingstown side of the bridge will also be cleaned up and restored in the same manner.

The Town also has questions related to demolition and fishing pier construction.

1. Where will the equipment needed for the bridge demolition and fishing pier construction be stored landside?
2. Is there any liability to the Town or the State if the new bridge is damaged during demolition? Is there any liability to the Town or the State if private wells are damaged during the demolition process?
3. There is a water line in the old bridge leading to the Town of Jamestown. How will the water line be removed? How will the water line be accommodated in the future if needed?
4. Where will the barges be deployed from to access the bridge demolition site?
5. Where will the shore-based cranes referenced for use in the demolition and disposal of the debris be located if utilized?
6. Will any of the local roads in North Kingstown be utilized for any portion of the project?
7. During demolition, what is the anticipated time of delay for the cars waiting on the new Jamestown Bridge? This is especially pertinent for any delays proposed during the summer months.
8. Will the Town be required to provide police (including the Harbor Master) and fire services during the demolition or disposal process?

9. There is very little information in the DSEIS related to noise and air impacts. How were the levels of anticipated noise and air quality impacts determined? Will there be seasonal differences in these impacts? What are the actual anticipated decibel levels related to noise?
10. There is still some level of concern related to the degradation of the existing Narragansett Bay water quality with regard to lead. The state should proceed with caution and take care to ensure that the levels of lead in the Bay and Long Island Sound are maintained as close to existing levels as possible. Monitoring should be conducted in the areas of the reef deployment to ensure that the water quality is not degraded.

Several of these questions were raised during the original EIS process for the construction of the new Jamestown Bridge and the subsequent discussions thereafter related to the bridge replacement.

Finally, during the review of the proposals for reef construction, the following concerns were raised:

1. There is concern related to the placement of a reef at the Black Point site given its proximity to known fish migration routes and trawls that might utilize this area.
2. There is also concern related to the potential for the bridge demolition activities to cause damage to residential dwellings in the immediate area of the bridge. If damage does occur, there should be some assurances that it will be fixed by the state.
3. The hours of operation related to the demolition activities should be made known to the Town. Perhaps the RIDOT could post demolition timelines on their web site and in the local newspapers in order to better inform the residents who live in the area and those that regularly utilize the new bridge.

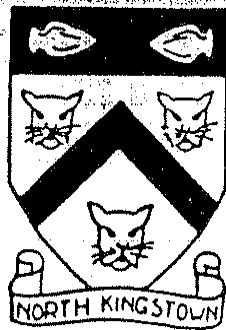
Thank you for the opportunity to comment on this permit request. If you should have any questions or require additional information, please feel free to contact Richard Kerbel, Town Manager at 401-294-3331, Extension 200 or Marilyn F. Cohen, Director of Planning at Extension 310.

Sincerely,




Cynthia J. Olobri
Acting Town Manager

cc: Richard Kerbel, Town Manager
North Kingstown Town Council
Marilyn F. Cohen, Director of Planning
Chief Steven Fage, Police Department
A. Lauriston Parks, Town Solicitor



TOWN OF
NORTH KINGSTOWN, RHODE ISLAND

80 BOSTON NECK ROAD
NORTH KINGSTOWN, R.I. 02852-5762
PHONE: (401) 294-3331
FAX: (401) 885-7373

To: Richard Kerbel, Town Manager
From: Harbor Management Commission 
Date: April 11, 2003
Re: Army Corps of Engineers Permit #199700251:

- Creation of Artificial Reefs from the Debris Related to the Jamestown Bridge Demolition Project.
- Rehabilitation of 1650' of the Western Abutment to be Used as a Fishing Pier

cc: James D. Marques, Town Clerk
Harbor Management Commission

At the last meeting of the North Kingstown Harbor Management Commission on April 10, 2003, the Commission reviewed the above-referenced Army Corps of Engineers Permit #199700251 public notice related to the Jamestown Demolition project, specifically the disposal of the demolition debris and the rehabilitation of the western abutment of the bridge for use as a recreational fishing pier. The Commission would like to forward the following recommendation.

The Harbor Management Commission favors the establishment of artificial reefs using the full range of demolition debris, however has the following concerns related to the demolition of the bridge to create the reef materials and the actual reef locations.

1. The Commission is concerned with the placement of a reef at the Black Point site given its proximity to known fish migration routes and trawls that might utilize this area.
2. There is the potential for the bridge demolition activities to cause damage to residential dwellings in the immediate area of the bridge. If damage does occur, there should be some assurances that it will be fixed by the state.
3. The hours of operation related to the demolition activities should be made known to the Town. Perhaps the RIDOT could post demolition timelines on their web site and in the local newspapers in order to better inform the residents who live in the area and those that regularly utilize the new bridge.

The Harbor Management Commission is also in favor of the concept of the creation of a fishing pier with the provision that the State of Rhode Island be fully responsible for the operational and fiscal

management of the pier and surrounding area (both day to day and long-term). However, the Harbor Management Commission has the following concerns related to the fishing pier:

1. Sanitary facilities and waste receptacles should be provided.
2. Public and/or emergency telephones should be provided.
3. Security should be provided.
4. A state attendant/park ranger should be assigned to the fishing pier.
5. A schedule of trash pickup and sanitary facility pump-out should be provided.
6. Day to day maintenance (trash pick up etc) of the fishing pier should be provided with a maintenance schedule.
7. Maintenance of the physical infrastructure (trestle structure, parking etc) of the fishing pier should be provided with a maintenance schedule.
8. Consideration should be given to installing a water source of some kind to assist in cleaning the pier area, especially as it is related to fishing-related waste.
9. Consideration should be given to providing other amenities such as picnic tables.
10. This area should be designated as an alcohol and drug-free area.
11. If permitted, consideration should be given to distributing vendor licenses for bait sales in this area.
12. Sufficient parking should be provided for both automobiles and bicycles in order to eliminate any over-flow parking into the surrounding area.
13. There is a concern over potential environmental damage to the surrounding area from users trekking to and from the site.
14. The fishing pier could act as an attractive nuisance to children and young adults. This should be considered.
15. The hours of operation for the pier area should be made known.

The Harbor Management Commission recommends that all of these concerns be forwarded to the appropriate agencies for their consideration.

Upon completion of the discussion, the Harbor Management Commission passed a unanimous motion recommending that the Town Council offer no objection to this permit application with all of the concerns and questions noted above considered.

If you should have any questions, please feel free to contact Rebecca J. Pellerin at Extension 312.